

# A Gowerton Station Bypass

## Introduction

In the 1990s shortly after National Cycle Route 4 was constructed up the Clyne Valley to Gowerton it became clear that a link to the north, to Gorseinon, Pontarddulais and beyond, was needed. Recently the old shared use path (SUP) up the Lliw Valley from Gorseinon to near Grovesend was extended, in the north to Pontarddulais and in the south from Gowerton to Gorseinon. And in early September 2025 it was linked to the north platform of Gowerton Station. It is clear that while this link is useful for those using a train, a station bypass is needed for through travellers. A direct route crossing the railway by a new bridge using the existing abutments of the old railway bridge is the obvious route for this bypass. This note is about how it can be achieved.

## Background

In 2009 John Grimshaw (Founder of Sustrans and the NCN and Wheelrights patron) visited Swansea. On 30 April he with another Wheelrights member and myself cycled to the Gorwydd car park, across the entrance to which NCR 4 passes. The north end of this car park is close to the south abutment and we were able to get through a fence and examine it closely. JG (who is a Civil Engineer) judged that it was suitable for a bridge and encouraged us to push for one to be constructed as part of the needed link. At that time the Gowerton to Gorseinon SUP was little more than a dream.

## What's involved

### The Engineering.

This is straightforward. The bridge would be a simply supported structure, suitable for a SUP but designed to support maintenance or emergency vehicles. The bridge span is about 12m. It would be pre-fabricated and lifted into position, probably from the adjacent Gorwydd car park.

The yellow line shows the approximate position of the railway crossing and the short link between the car park and the recently completed SUP to the station.



### Other considerations.

The short space (about 30m) between the existing SUP and the north abutment comprises undeveloped land. The ownership of this land would need to be established. It may be part of the adjacent property. When checked two years ago only a fence behind the north abutment prevented access to the abutment.

Clearly, constructing a bridge over a live railway is a major issue. In this case it should be straightforward and only a brief possession should be necessary.

## Conclusion

There is a strong case for constructing a Gowerton Station bypass to provide a direct 'through' route for walkers and cyclists which avoids the down and up and awkward crossing of the station footbridge. Technically it is straightforward; what is required is the will to make it happen.

**David Naylor** (September 2025)